

BLDGs & GROUNDS

ROUTING AND RECORD SHEET

SUBJECT: (Optional)

FRC

EXTENSION

NO.

OL 20034-84

STAT

Chief, New Building Project Office, OL
4E50 Headquarters

DATE

28 JAN 1984

STAT

TO: (Officer designation, room number, and building)

DATE

OFFICER'S INITIALS

COMMENTS (Number each comment to show from whom to whom. Draw a line across column after each comment.)

RECEIVED

FORWARDED

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USE PREVIOUS
EDITIONS



THE COUNTRY
DAY SCHOOL

6418 GEORGETOWN PIKE
MCLEAN, VIRGINIA 22101
(703) 356-4282

January 3, 1984

The Honorable Frank Wolf
Congress of the United States
130 Cannon Building
Washington, DC 20515

Dear Mr. Wolf:

I would like to call your attention to a very dangerous situation that will be exacerbated by the additional traffic on Georgetown Pike as a result of the construction of the new CIA building.

The entrance to the Country Day School, which serves approximately 250 pre-school children, including some CIA families, is located at the Langley Fork on Georgetown Pike, only $\frac{1}{4}$ to $\frac{1}{2}$ mile from the CIA entrance. A small hill crest interferes with the safe visibility of all drivers coming from McLean, who round the corner from Old Chain Bridge Road onto Georgetown Pike at the Fork, as well as for drivers coming from the beltway exit to Georgetown Pike and continuing to the CIA. Accidents have occurred at the Fork frequently, one being fatal. It is our desire to prevent a major tragedy involving small children and young mothers. A CIA study dated November 22, 1983, Technical Memorandum No. 1 for the CIA Expansion Study, states: "Another observation is that traffic volumes on Rtes 123 and 193 are more significantly influenced...by the alternative future conditions than are the Parkway and the Beltway.... The impact of adding a certain number of vehicles per hour on Rte 193...would be greater than adding the same number of vehicles on the Parkway."

We ask that you consider the removal of the hill crest as part of your overall plans to ease the impact of the expected additional traffic on on the neighborhood. This would need to be done in conjunction with the Virginia Department of Highways and Transportation, which does not have the needed funding for this project. This lovely section of Georgetown Pike has been designated a historic byway for Virginia, and the only one in the county. Thus, extensive widening of Rte 193 is not desired. In actuality, "topping" the hill is in the long-range design papers of the VDH&T, and is therefore a feasible undertaking during the time of construction at the CIA.

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We suggest that the federal and state governments work together to find a resolution to the compounding of an already existing problem to a Virginia highway brought about by additional federal building. This would be consistent with our understanding of Congressman Wolf's position.

We further think this could serve as a model nationwide of the way in which an historic byway may be made safe and still preserve its historic character and community value through the efforts of federal, state and local community members.

Sincerely,
THE COUNTRY DAY SCHOOL



Director

STAT

DBM/mnr

Copies: Senator John Warner
State Senator Clive Duval
Mr. Donald Keith, VDH&T
Mr. Larry Myers, CIA Traffic Advisory Committee
Ms. Lilla Richards, MCA Transportation Committee
Mr. Kent Maxfield
Mr. Glen Urquhart, National Capital Planning Commission
Ms. Nancy Falck, Dranesville District Supervisor